

ON
TRACK
OFF
ROAD







A 100% MOMENT

*Massive holeshot, 2 victories and the red plate for
team RedBull KTM Marvin Musquin.*



@ride100percent
www.ride100percent.com
Photo: Jeff Kardas



Increasing the confidence...

Le Mans meant two in a row for Jorge Lorenzo among a fourteen year career that has already delivered 56 wins (35 in MotoGP) and 125 podiums (from 219 starts) but the victories were arguably two of the most important in terms of getting '99' back in a title hunt. A fourth MotoGP success at Mugello this weekend?

Photo by Martin Heath

0

MOTOGP





AMA-MX

Take-off Tomac...

Uncommon grey skies in San Bernardino and Glen Helen for the second fixture of twelve in the Lucas Oil AMA Pro Nationals but the way was clear for Geico Honda's Eli Tomac who is still undefeated after four motos. Probably way too early to talk about a perfect season but then the same must have been said around the ears of Ricky Carmichael and James Stewart

Photo by Simon Cudby







Kids' play...

Too cool for school? Factory Suzuki MXGP rider Glenn Coldenhoff is still learning however and seven rounds into his rookie premier class season the former MX2 GP winner is more focussed than ever. Flick over for our feature interview this issue with the quiet but likeable 'Hoff'

Photo by Ray Archer



FOX
STRETCH YOUR
DEVELOPED BY FOX DIRECTLY WITH
4-WAY STRETCH
THE NEXT LEVEL
HIGH PERFORMANCE



FOXHEADEUROPE

A motocross rider, Ryan Dungey, is captured in mid-air while performing a high jump on his KTM bike. He is wearing a red and blue helmet and suit, with 'DUNGEY' and the number '5' prominently displayed on the back. The background is a bright blue sky with white clouds. Overlaid text on the right side reads 'AIR', 'LIMITS', 'RYAN DUNGEY', 'REACH', 'UP IN', and 'PERFORMANCE RACEWEAR'.



MX

GRAND PRIX OF GREAT BRITAIN

MATTERLEY BASIN · MAY 24th · Rnd 7 of 18

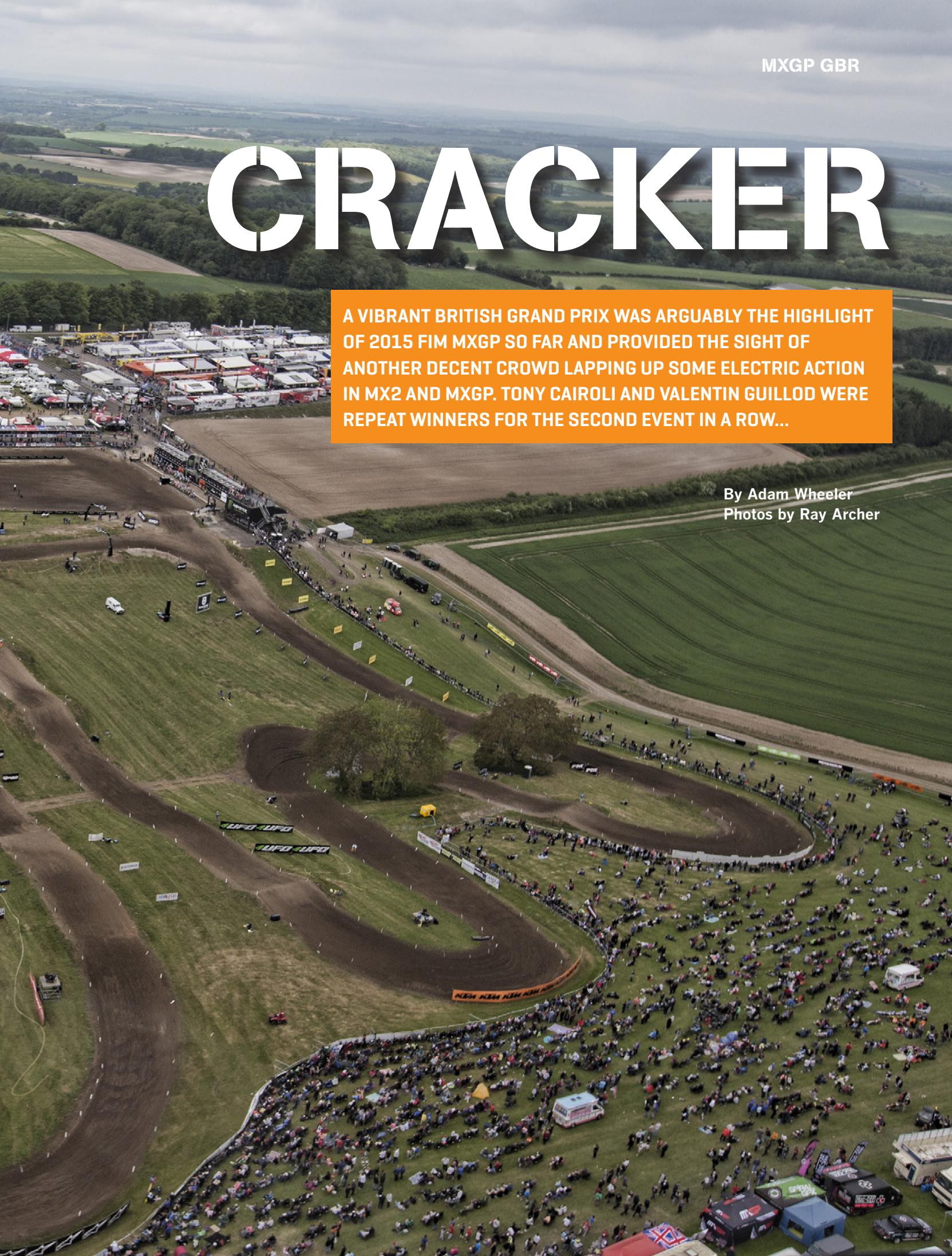
MXGP winner: Tony Cairoli, KTM

MX2 winner: Valentin Guillod, Yamaha



PLAY

CRACKER

An aerial photograph of a motocross track, showing its complex, winding dirt paths through a rural landscape of green fields and pastures. A large crowd of spectators is gathered along the perimeter of the track, and various racing equipment and vehicles are visible on the grassy areas. The track itself is a mix of brown dirt and green grass.

A VIBRANT BRITISH GRAND PRIX WAS ARGUABLY THE HIGHLIGHT OF 2015 FIM MXGP SO FAR AND PROVIDED THE SIGHT OF ANOTHER DECENT CROWD LAPING UP SOME ELECTRIC ACTION IN MX2 AND MXGP. TONY CAIROLI AND VALENTIN GUILLOD WERE REPEAT WINNERS FOR THE SECOND EVENT IN A ROW...

By Adam Wheeler
Photos by Ray Archer

It must have been at some point in that tense second MX2 moto. The immaculate Matterley Basin was still dry and you could sense and feel the way in which one of the best British Grand Prix attendances in years were lapping up the duel between Valentin Guillod and a weakened but still pointedly sharp Jeffrey Herlings.

I think it was at that time where some of the doubts over the appeal and longevity of this historic but turbulent round of the FIM Moto-cross World Championship began to evaporate. With trouble-free organisation, an expectant atmosphere of people ready to enjoy the sport rather than pick holes in it and some absorbing action the British Grand Prix made an early bid for the best round of the 2015 MXGP series.

Jeffrey Herlings is getting nearer to being labelled 'champion-elect' after the events in the UK brought the twenty year old almost two rounds clear in the MX2 standings with 92 points. But after last year's anomaly - with a 145 point lead melting like Dutch mayonnaise on a particularly hot portion of frites - any talk of '84' and the championship would be unwise at this stage. Herlings hobbled to England with a sore back and admitted that he was off his A-game...while Yamaha's Valentin Guillod is just getting going. Rule out HRC's Tim Gajser due to a warm-up crash and concussion and throw in Kawasaki's Max Anstie and the MX2 motos were unpredictable and exciting stuff.

Anyone who was there or watched the TV coverage will know all about Anstie's pace-setting in the first race, Guillod's relentless attempts to pass and Herlings emphatic catch-up from third place to pass both in one manoeuvre on the penultimate lap. It was riveting stuff.

"I took the lead and thought 'OK [let's go]...' but actually Jeffrey was right on our wheels and when he passed me I thought 'damn, he's here!', " said Guillod afterwards.

"I had a lot of pain in my back from the crash in Spain but it improved through the weekend," offered Herlings. "I was too slow in the first moto but once I got into my rhythm then I started to catch those guys. They were both fighting for the win and I caught them by surprise. To pass both of them in one turn was pretty amazing."

Anstie almost closed the race out but had no answer once his authority had been clipped. The 2014 Belgian GP winner was still enthused to have worn the vocal chords of the public. "I couldn't hear my own bike and I didn't know how close anybody was!" he explained. "When I gapped him [Guillod] a little bit I started thinking a bit too much and started tightening up. I was thinking about everyone there... it was a really cool experience and it was probably nicer than Lommel [his first GP win last year]. Leading and having a good battle was very cool. I really enjoyed just racing and being there. People are riding really well and it is hard now just to go out there and annihilate everyone...we'll go back now and focus on leading for 30 plus two now and not just 30!"

The Brit was out of 'Part two' in the second moto after a poor start and although he made it back to sixth was deprived of a first podium finish in 2015 that he deserved. Guillod took up the role of the rabbit while Herlings was the rabid hare. "I passed him and he [Guillod] passed me back and I wasn't used to that!" Herlings smiled. "It was tough but it was nice to battle. A few years ago I was always laughing with him because he got lapped twice one time but now he has beaten me! So that was quite frustrating! But he did a great job. It is not nice to get beaten but I'm fair enough to say he was one of the better riders this weekend."

Guillod held on and won for the second time in as many races, giving Yamaha their first back-to-back success in MX2 for almost ten years.



PLAY

Guillod flies and flew to a second victory; quite possibly the first time a Swiss rider has taken back-to-back Grand Prix victories in the FIM series



"I didn't make a mistake and this was my best race ever," he said. "It was nice to see and hear all of the public. Next week is almost my home GP as I live 80km away from there [Villars sout Ecot]. I hope all the Swiss fans will come with the flags and scream next to the track."

The MX2 sprints were unpredictable and felt like a fraction of their thirty minute and two lap running time. Kawasaki's Jordi Tixier completed the rostrum with his fourth trophy on the bounce but even the consistent world champion was a side act to the juice of the entertainment on show.

The track played its part. The consensus was that the soil was not as soft or ripped or carved as previous editions (the weather had been kind) but the ruts and bumps were prevalent by the second motos. Roost from the chalky flint was noticeably hard for the riders to take but more than anything the athletes seemed to respond to the wide, flowing layout and the best course for action since Argentina and round three. It was an acceptable tonic after tight, twisty and one-line affairs in Italy and Spain in recent weeks.

MXGP did not have the 'what if?' factor of MX2 but there was drama with the first moto mere minutes from a premature end when TM's Davide Guarneri crashed and needed medical attention. The Italian was OK after banging his head but the rest of the gate had to form-up for a full re-start: hard news for Suzuki's Clement Desalle who had been leading, good news for Husqvarna's Max Nagl who had fallen on the first lap and was trying to come from the rear of the pack. Also decent for Hitachi KTM's Shaun Simpson who would use the second and third starts to slot into second and first position respectively and then put his privateer 2015 450SX-F effort at the front of the pack for yet more satisfaction for the crowd. Simpson would end up with 5-6 but his improvement since the flyaways has the Scot pegged as a

top five contender; no mean feat in one of the hardest seasons in the premier class in recent memory.

TV commentator Paul Malin would claim that Tony Cairoli's eventual 1-3 scorecard would mean a Joel Robert record-equalling sixth overall victory in Great Britain and his second since climbing on the 450SX-F although his brief crash in the second moto indicated that the Sicilian is still trying to master his new steed. Desalle went 2-2 to get back on the podium although he was denied victory again and looked suitably frustrated on the box afterwards. Yamaha's Romain Febvre – blossoming like a rose in time lapse – made sure of the Suzuki's man ire when he blasted off with his maiden moto win in the class only a fortnight after toasting his first trophy in the MXGP category.

Team HRC's Evgeny Bobryshev had one of his best rides in the past two seasons by rapidly making progress to record a 4-4 and clearly outclassed team-mate Gautier Paulin on this occasion. Props also to Husqvarna's Todd Waters for his starts while Nagl did enough to defend a four point margin ahead of Desalle as MXGP keeps closer than ever after seven rounds of eighteen. Cairoli is creeping back into it and is just twenty-four points behind.

"The weekend went almost perfect," the winner said. "I'm confident that good things are still to come. I'm really happy I made the choice to go to the 450 and it makes it easier for me to stay closer to the guys in front. Maybe I still need to learn a lot about how to go faster because you can get extra speed with this bike. I made some mistakes and didn't find the right lines... but it seems like it is working and the championship is going in the right direction."

Seven rounds without a touch of the red plate marked a first for the Sicilian since he came into the premier class in 2009.



73 for Cairoli and 6 in the UK; 2 on a KTM 450SX-F...but Matterley almost belonged to Desalle

"The red plate is not important at the moment," he insisted. "Normally I'm used to seeing my bike with it! But this year I was not good enough in the beginning. Somebody else has it and I will try to take it as soon as I can. We will see."

Four other classes kept the circuit busy and there was controversy in the EMX125 European Championship as Conrad Mewse was penalised for jumping while a yellow flag was waved and deprived of a hard-fought first win; the trophy going to fifteen year old Frenchman Maxime Renaux. Spaniard Jorge Prado holds onto the championship lead. Livia Lancelot was the pace-setter in WMX and a surprising first moto crash by Kiara Fontanesi was a blow to the Italian's hopes of defending her title against the French lady. Over in EMX250 and a popular British win was secured by Adam Sterry on his Wilvo Forkrent KTM. Sterry gave away the first moto after a crash and subsequent arm-pump allowed promising American rookie Darian

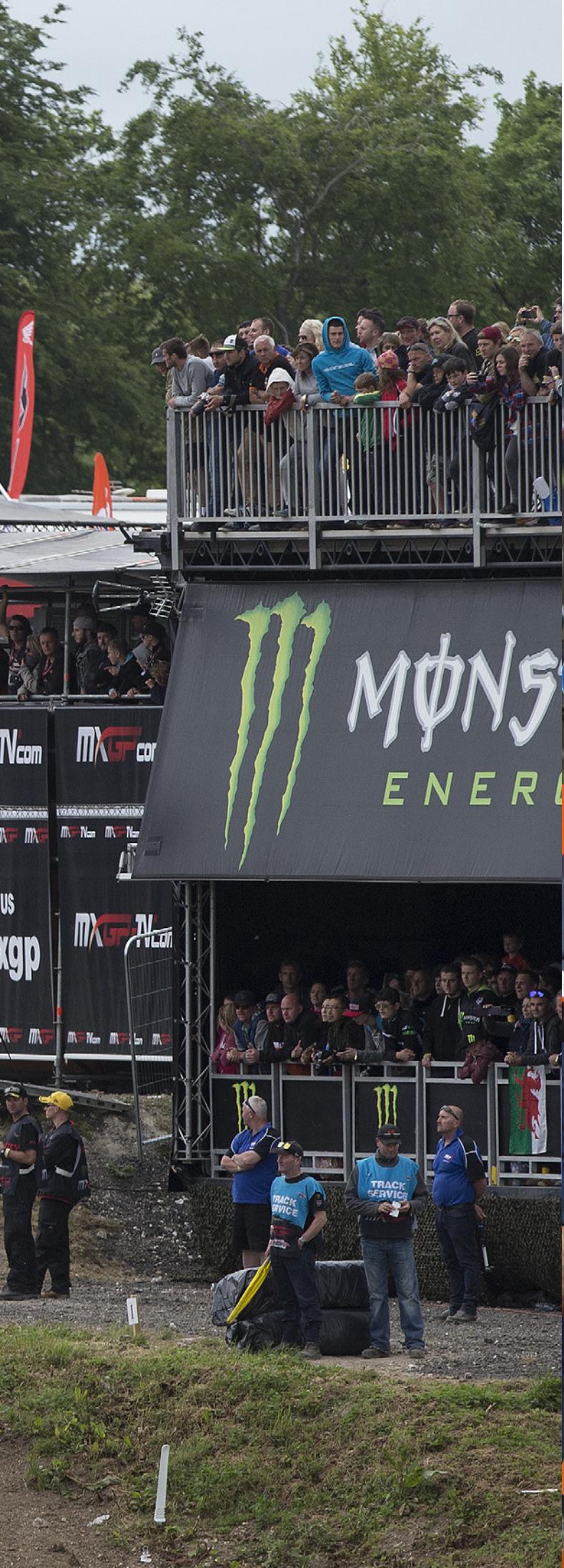
Sanayei a debut chequered flag on Mel Pocock's KX250F. Sterry was part of an engaging battle in the final, damp EMX250 outing – that had been moved to the very end of the day after the MXGP re-start – and his third place was enough for his second triumph from the four rounds held so far. "I wanted to get that red plate back and managed to do that," the Brit said. "I was riding really well in the first moto until I made a mistake on the triple and ended up bending the bars. I had some arm-pump and got passed with a lap and half to go; I wasn't too happy with that race! The second race was slippy in the rain but I did what I had to do."

A relatively new test for most this coming weekend with 1988 Nations venue Villars sout Ecot prepped for the Grand Prix of France and some hefty track modifications in store.



Max Nagl leads Husky team-mate Todd Waters on the immense step-down into the valley section of Matterley. Evgeny Bobryshev (top right) was a solid fourth overall while Jeffrey Herlings needed some attention in the UK

MXGP GBR



Four laps out front and not a grain of sand in sight. Shaun Simpson showed Desalle and co. some of the more effective lines in both motos







Glenn Coldenhoff struggled with his starts all weekend at Matterley and could near the top ten. It was a similar scenario for American wild-card Mike Alessi who barely registered a result of note

MXGP GBR





Cairolí on his way to a first moto hole-shot and Waters was more of a protagonist in the UK. The Australian missed the second half of his debut season in 2014 with a broken leg so is still very much work in progress in MXGP





Desalle (left) made a few set-up changes for Sunday but only really looked comfortable in the ill-fated first moto that was red-flagged. Romain Febvre (below) gets elastic for his first chequered flag...



The MX2 World Champion is building a solid campaign with four podiums in a row and now leads the Monster Kawasaki team with Dylan Ferrandis out for the year. Adam Sterry (811, left) got the starts he needed to score a memorable home victory and banish thoughts of his sluggish speed off the line in Spain two weeks prior







Jonass was better in the UK and neared a podium shot. Here he leads Kawasaki's Tixier while another of the Green elite, Mel Pocock (above left) was welcomed back into the paddock for the first time since his horrific right hand injury





CLASSIFICATION & WORLD CHAMPIONSHIP

MXGP OVERALL RESULT

Riders

1	Tony Cairoli, ITA	KTM
2	Clement Desalle, BEL	Suzuki
3	Romain Febvre, FRA	Yamaha
4	Evgeny Bobryshev, RUS	Honda
5	Max Nagl, GER	Husqvarna

MX2 OVERALL RESULT

Riders

1	Valentin Guillod, SUI	Yamaha
2	Jeffrey Herlings, NED	KTM
3	Jordi Tixier, FRA	Kawasaki
4	Pauls Jonass, LAT	KTM
5	Max Anstie, GBR	Kawasaki

MXGP STANDINGS AFTER 7 OF 18 ROUNDS

Riders	Points
1 Max Nagl	295
2 Clement Desalle	291
3 Tony Cairoli	274
4 Gautier Paulin	237
5 Romain Febvre	235

MX2 STANDINGS AFTER 7 OF 18 ROUNDS

Riders	Points
1 Jeffrey Herlings	308
2 Valentin Guillod	216
3 Pauls Jonass	213
4 Dylan Ferrandis	205
5 Alex Tonkov	189



NO SHO ANCHOR

Some see life as a challenging track
toward success, glory and podiums.
Some just see a track.



▼ ADAM CIANCIA RULO

RT CUTS

FEAR NOT

A MIKEY NEALE FILM

COMMING SOON



FEATURING:

GAULTIER PAULIN, JEREMY MCGRATH, JEREMY "TWITCH" STENBERG, TOMMY SEARLE,
ARNAUD TONUS, JOSH HILL, JUSTIN HILL, DEAN WILSON, RYAN VILLOPOTO, ANDRE VILLA,
JEFFREY HERLINGS, ANTONIO CAIROLI, AUSTIN FORKNER, JOSH GRANT, TODD POTTER.

IN ASSOCIATION WITH



'FEAR NOT' PREMIERES

'Fear Not' is the first feature on motocross and general dirt-bike riding from FIM award winning videographer Mikey Neale and the Welshman was able to premiere his movie in Winchester on Friday evening. Featuring the likes of Gautier Paulin, Josh Hill, Tommy Searle, Arnaud Tonus and segments on MXGP, Monster Energy Cup and free-riding in California the edit is wide ranging and nothing short of spectacular with some of the latest camera technology and techniques to take the viewer into the roost of the bikes themselves. Around 100 people crowded the Vodka Bar in the city centre and the section on stricken former Honda racer Joel Roelants – injured and wheelchair bound at the 2014 Italian Grand Prix – speaking of his life, the change and the importance of motocross to him brought a

rapturous applause from the audience. It was definitely the most heart-tugging moment of 'Fear Not'; it was sumptuously filmed and offered a nice contrast of tone and mood to the usual dedications and talk of bikes being fun.

For Neale Fear Not was over a year in the making and the premiere counted on numerous industry people, representatives from Monster Energy that was instrumental in backing the project and media with Red Bull KTM's Dean Wilson – a subject of one of the clips in the film – checking out the movie as well.

Fear Not should be ready to download through iTunes and also available through hard copy around mid-late June. More info can be seen at: www.facebook.com/fearnotmxfilm?fref=ts



FOX GET FLEXI

Fox chose the British Grand Prix and the second round of the Lucas Oil AMA Pro Nationals at Glen Helen to make a high profile launch of their Flex Air riding gear. Apparently the pant and shirt combo has been secretly in development for three years and from when the Geico Honda trio of Eli Tomac, Trey Canard and Justin Barcia started testing concept material. In 2014 Ken Roczen and Ryan Dungey furthered the final stages of evolution in what would be Flex Air at the New Jersey Supercross and then Roczen used the pants for his outdoor championship campaign for what Fox called a term of "competitive wear testing". The roll of glory continued with Dungey in supercross this year.

What's the big deal and why did Fox have the likes of MD Mark Findlay over in Europe making an extensive presentation to the press? Apparently it is down to two ideas: 'TruMotion' and 'TruDri'. TruMotion, used on the pants, involves an engineered fabric that stretches in four different directions. "It is 92% polyester and 8% spandex and it is this material that makes it special because movement on the bike is critical. Fox also claim that the riding pants are 25% lighter than a traditional motocross pant. TruDri's attributes involve next-to-no weight and moisture transfer performance fabric. "We have 94% polyester to 6% lycra and is the first jersey ever in the Fox line to have this material."

"My first impression was that the jersey was so light when I took it out of the packet," said Team HRC's Gautier Paulin, one half of Fox's leading athlete charge in MXGP with Evgeny Bobryshev also fronting the brand and the likes of Glenn Coldenhoff. "It is really thin – like the pants – and we have to move around a lot on the bike. It is the best feeling I've ever had with riding gear."

"This is the pinnacle of our development into fabrics," said Findlay. "Articulation and stretch were so important in the riding pants and led to creation of this premier product. It was a special development for motocross with a stretch chassis; something the opposite of what you normally see with this kind of product."





HOW'S THE PASTA?

By Adam Wheeler

That annoying gap on the 2015 MXGP calendar has at last been filled and round fifteen will finally happen back in Europe, in the south and in Italy. The central park-setting location of Mantova with its shallow sand and 'stadium' surrounds is back in the spotlight after last hosting a Grand Prix five years ago in 2010. It is also the first time I can remember a single country entertaining three rounds of the FIM Motocross World Championship, it certainly hasn't happened this century...maybe never at all.

Several other territories have doubled up in a one season in the past: Holland, Belgium and the UK to name three off the top of my head. Italy has been plundered in recent years with Arco and Maggiora both on the slate, and it's little surprise considering the natives can bask in the skills and success of one of the sport's greatest riders and champions.

Mantova is owned and run by a feisty and passionate motocross fan Giovanni Pavesi who stubbornly pushes through with his established pre-season Starcross International meeting every February despite the proximity of the elongating Grand Prix calendar and the three-round 'blink and you'll miss it' Italian national series which is usually done and dusted in three weeks during the same month. The Starcross has suffered, and has also faced competition for dates with the Valence International in France (near Lyon) who have crept later and later with their fixture to avoid the sort of dramatic winter weather that caused cancellation of the 2014 edition and has created mud baths in previous incarnations.

Talk of Mantova being able to secure the August fixture occurred around the time of the Grand Prix of Trentino in April – which was the first European MXGP of the year and the first of the eventual Italian triumvirate – and many people's reactions were of consternation that Italy was again the site for racing. The sequence of events that led to the resurrection of the 'Lombardian' round began over in Brazil when the Romagnoli Group's backing in Goiana for a second Grand Prix at Trindade was pulled and they downscaled to veer towards organisation of a Freestyle competition in Goias instead. Romagnoli had been one of Youthstream's best and most effective promotional partners but due to political instability in the region in terms of support 2016 was the next goal. Youthstream then allegedly had a window of opportunity back in the south, in Santa Catarina, and at Beto Carrero again but the timescale ended up being too short. According to top brass in the Grand Prix paddock options in Europe involved trips to France, Germany or Italy. France was perhaps unrealistic with Ernée set to host the nations and southern setting of Villars sout Ecot having the GP for the first time this millennium. Germany (with Teutschenthal due to fill out again thanks to Max Nagl's form) and Gaißdorf had a commitment with the ADAC MX Masters national championship but both countries had interest due to the 'Villopoto effect', which, honestly, seems to be diminishing with every non-start and even lack of race victories.

Mantova and a movement of the date back a week so as to maximise the chance of people having returned from early-mid August holidays was the next best shot and although it does mean a third helping of pasta and pizza this summer



I cannot say I am too opposed to the decision. My answer to the grumbles about MXGP having to enter Italian borders three times in one year is 'look at other series...'. Promoters gravitate to where there is demand, either from local authorities looking for a strand of international promotion (and to drive commerce to the town/area) or a circuit/club who believe they have the grounds to welcome a healthy attendance. MotoGP has four Spanish stops through a combination of these factors. AMA Supercross goes to Anaheim three times (the same stadium!) simply because the crowd figures pay off in relation to the hire of the facility and the recycling of the same dirt. MXGP is an FIM World Championship and therefore should have a vast pick of locations across the globe but we're already covering four continents in 2015 and I'm sure the teams will not baulk at a drive to northern Italy and then straight up to Assen at the end of August compared to a trip that takes the better part of a week to South America again.

Italy is enamoured with MXGP of late. The crowds bring a buzz to a circuit that rivals atmospheres in France and the UK. Arco di Trento was virtually full and the hefty size of Grand Prix now with European competition means that if MXGP returns to Pietramurata then it has to be with a light support card. Maggiora has been feted and awarded since its reintroduction to the FIM calendar in 2013 and with two motocross-loving friends and successful entrepreneurs behind the regeneration of the venue then I think the 2016 Motocross of Nations has to be one of the most eagerly awaited for a long time. Mantova, far east of Maggiora and perhaps pulling a catchment from the racing passion on the east coast, has the

potential to succeed and crucially is a very different track compared to the hard-pack bumps of Arco and the steep hills of Maggiora. Flat, sandy and echo-y; the vibe around the place could be pretty special if it's full and with limited space that is increasingly likely.





VICTORY

CONGRATULATIONS RYAN DUNGEY – THE 2015 450 SUPERCROSS CHAMPION!

SEALING THE CHAMPIONSHIP 3 RACES BEFORE SEASON'S END TAKES A LOT MORE THAN SIMPLE CONSISTENCY. HOLESHOOTS, SURGICAL PRECISION, NERVES OF STEEL, SHEER SPEED AND 3 TIMES MORE VICTORIES THAN ANY OTHER RIDER IN 2015. NO BACKING DOWN, NO QUITTING, NO WEAKNESS. EVER. 100% READY TO RACE AT EVERY ROUND.

READY TO RACE
»www.ktm.com



Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations!
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Photo: S. Cudby

KTM

www.kiskea.com

0

FEATURE

COLD STEEL



By Adam Wheeler
Photos by Ray Archer

**EXPLORING GLENN
COLDENHOFF'S DRIVE
TO SUCCEED IN MXGP**

GLENN COLDENHOFF





As indicated by his surname Glenn Coldenhoff is a cool guy. The 24 year old Dutchman is one of MXGP's poster boys and another of the slow-burn talents in Grand Prix. The tidy and effective rider is also quiet and understated; he endearingly cracks a smile very easily and joins in the banter. Perhaps the factory Rockstar Energy Suzuki Europe rider's most transparent and fiercest quality is a sense of determination. It is virtually a pre-requisite for anyone at MXGP level to be almost-disturbingly single-minded but when Coldenhoff talks, when you see the scars of three hefty injuries that he has poured hours and tears into rehabbing, then it is clear that this is a guy will do almost anything to succeed. Other athletes don't tend to show this side of their character. It is obscured by maybe another side of their personality. The fun-loving and lightness of Tony Cairoli's demeanour an example of how only a select few really see what drives the Sicilian on year after year. Don't mistake this steeliness for being stand-off-ish or aloof. Glenn blends in well with the team and people in the paddock.

On the bike and his career is still in transition. While his 2014 MX2 peer Romain Febvre has hit the ground flying in his first MXGP term Coldenhoff is taking his time in adjustment to racing a 450 to a higher level in the premier class. Broken toes at the start of 2015 was not the best start for the 2013 MX2 British GP winner but after seven rounds on the RM-Z450 he is beginning to explore his limits and immediate top ten potential in a learning term

Like Febvre, Coldenhoff can maybe feel harshly done by when it comes for the 23 age rule in MX2 as three podium finishes on the RM-Z250 in the first five rounds of the 2014 term put him on course for title contention. But he's in with the big boys now and a (expected) year earlier than countryman Jeffrey Herlings. I can remember some Dutch press cooling their interest in the MXGP scene when Erik Eggens and Marc de Reuver started to fade from the picture slightly as injuries took hold. They were waiting for Herlings but have been able to count on two exceptional athletes for almost half a decade.

After these superb pictures by Ray Archer the next job on the list was to find out how and why Coldenhoff (of Indonesian ancestry) carries this intensity and why motocross fans have to keep a patient eye on the rider from Heesch's progress.

GLENN COLDENHOFF



Beginnings. How did a kid from central Holland start on the path to being a top athlete in Grand Prix...?

My uncle was riding and so was my neighbour. They ended up giving my brother Kay a bike. I was into BMX and I did that for a few years but once I tried a 65 automatic then that was it. It was always motocross and every weekend we ended up going from race to race and riding every Wednesday when my Dad [Coldenhoff senior designs luxury bathrooms while his mother works a carer in a geriatric home] finished his work. We went every week to the track in Berghem and it is quite strange now to think about how we travel the world to ride and race and I just spent week after week after week at that place. In fact I never want to ride there again. It's an all-weather track really deep sand and when it's frozen then it can be flattened and you can still go out.

Your brother obviously was an influence...

Kay is two years older. We were always riding together but once he got to seventeen-eighteen and when you had to focus on the physical training he liked to party! He didn't want to train and my parents didn't want to invest in his racing. It was too expensive to do it like a hobby. So he stopped. I do remember one Dutch Championship when I was getting quite a name in the local newspaper I was there as a wild-card on a 125 Yamaha and he was on a 250. He ended up finishing a few places in front of me and I think he still has the newspaper coverage saved somewhere! That was around 2006 or '07. I was always a class or two behind him but I always wanted to beat him. He still likes watching the races and coming to the GPs and I know if there is no nice party going on at the same time then he will be there!

How was it for you when he was partying?**Was it tempting to want to join him?**

Actually we didn't talk about that much. He's into techno music whereas I'm not but we talk a lot about motocross. We are different people...but MX pulls us very much together. I guess I just had more determination to make it.

Do you remember a time when you made a conscious decision that it was what you wanted to do?

I was good at school and I finished my studies but it [racing] is something that began very much as a hobby and just started going further and further. I remember committing to the training. At the beginning I started running twice a week as a kid and at that age it was pretty special because nobody else in the neighbourhood was doing something like that. I was always motivated to do well at the races and that meant working hard. It is what made the difference when I was young.

Where did that motivation come from?

I don't know. Inside I guess...and every week it is the same. The search to always get better.

Many youngsters might have their parents or someone behind them waving a stick...which is only natural for kids growing up and discovering the world...

I did it and still do it all by myself actually. I knew the fitter I was the faster I could go, so it was an easy decision. I even saw this as recently as 2014. I was doing well in MX2 up until my injury and that was because I had worked up into the best shape of my life. Now with the 450 I can feel that I still don't have the strength that I need, but it is quite a big step and I know next year will be better for sure. My Dad was watching a lot of racing when I was a kid so I did too and I learnt a lot from that. We did a lot together up until about 2007-2008 and I think we took on board so much by watching.

**How was and is the relationship with him because you see some intense father-son dynamics in the GP paddock...**

When I moved out there was a change. He had always been working on the bikes in the evenings up until that point and then suddenly there was a gap in his life and I think it was quite difficult for him. For me I grew up more by moving away. I don't regret it because I know it helped me as a person and a Pro. He still comes to some GPs and there is a different relationship there now because he is not focussed on working for me. He is just watching and will give an opinion but doesn't come at me with one hundred things.

When did you move out?

The first year that I did GPs, so late 2009. I was eighteen. I moved to the north of Holland to be near Theo Eggens' team and it was still a bit like home as I had my washing and cooking done for me in the beginning!

How did you get better? Where did the confidence come from?

Good results always worked for me. You have to really work hard for that before and during the moto. I remember my first GP podium. It was such a tough race but I got much stronger after it. Two years ago in Great Britain I won my first GP and that was another big boost of confidence. Confidence is so important at Grand Prix and you take what you can. There was never a moment when I thought 'Yes! Now I am here'. My career has moved in steps and it hasn't gone faster. Every time I get a little bit closer.

So was it frustrating to see people like Roczen, Herlings and Musquin coming through so strong, so young...?

Hmmm, actually not really. Age is just a number for me. I came up in this sport pretty late. In my younger years I never rode hard-pack and I don't think it was until 2006 when I first got onto it.



You have to get used to it. I think it is just about the rate of development. If you see the little 65 guys now then they are travelling the world and have so much more experience. I think it is better now to be a kid in Europeans. You are already at the GPs! You get experience on these tracks and can learn earlier and a lot more. The MXGP Academy is also doing good work and it is impressive to see how much it has developed.

How about being from Holland? It meant a grounding in some special tracks and terrain...
For a few years now I've felt 'international' because I've been travelling around so much for racing and even training. If I go onto a track and directly have a feeling then no problem but if you don't then it can be a long weekend. I'm getting used to it and almost every GP track now is ripped so more lines come up but I remember some of the 85 races being on rock hard dirt and it was hard to adjust.

Herlings always says that he was 'born in the sand' so was it like that for you as well?

Yeah, a little bit. When the scoop tyre is on the bike then there is always that tiny bit more confidence compared to a normal tyre! I've always felt good in the sand. It does feel like 'home'. Like the bike is riding itself. Riding the 450 was a different story and it is taking time to get used to the weight.

You came into GPs at the same time as Jeffrey but three years older...

He did pretty good from the first few GPs so all the people flocked to him but that allowed me to go about doing my thing and working to get to the top.

You have different characters as well but you are both factory riders...

This is only the second year for me in a factory team and before there was quite a bit less to do! Photoshoots, press conferences and presentations...but once you get used to it then you learn quickly how to deal with it as well. The press talk about him a lot but I honestly don't care if it is more than me or not. I'm a different guy to Jeffrey, a different personality. I don't



feel that I suffer when it comes to sponsors. In fact I hope I am seen as a good guy, a friendly person who is good to the people.

If there is one unfortunate mark of your career so far then it has been big injuries coming forward just when you are hitting a serious stride of development...

Some were my fault...but most of them were not. I shattered my elbow in just my third GP when two of us jumped together at Bulgaria. I lost a season because of that. The second season was going quite well but then I had a dislocated shoulder in Sweden; somebody had crashed on a jump and I landed right on the bike. It is always hard to come back from injury but to then also reach that level where you were progressing and find that confidence again. I always kept believing.

Was there an injury where you thought 'fk, this sport is hard...'...**

Probably the elbow. I went to a Bulgarian hospital and they put my arm in a cage. I had an operation in Holland but it couldn't be done with

one procedure so I woke up in one room and I remember a nurse being there who was crying and I really wanted to know what was going on! I had to go under again and, well, those are difficult times, the worst times. And it takes so long to get better. You cannot learn anything when you are sitting on the couch. 2014 was hard with my knee because I was having a good season and then I was out of it. When you see what happened with Tixier and Herlings you think 'that could have been me'.

You were pushed into the MXGP class by virtue of your age. What's your feeling on that?

I would have stayed one more season in MX2... but then [after] I would have moved up anyway. Like I said age is just a number because some guys take longer to come up while others explode straightaway. For guys like me and Febvre [Romain] who have come to it quite late then it is hard to understand because we are almost arriving right to the top in one class...In the end though the final goal is MXGP. Basically the earlier you learn the earlier you can come to the top. I have a good bike and a good team. I'm happy.

0

FEATURE



Had you ridden a 450 much for training or fun in the last few years and before coming to MXGP?

Actually...no.

So how was the feeling?

Heavier! But it is actually not that heavy, the bike is only three kilos more than the 250 because our race-bikes are pretty light but the power makes all the difference. The weight comes from the engine power and the effect on the handling and you need a while to get used to it. I had to change my style and sometimes now I'm not shifting at the right time and I keep revving it. I'm learning all the time.

Can you understand why some people take a season or two to get used to 450 racing? But then what about those that hit it right away, like Frossard, Febvre...

Yeah, totally understand and maybe those other riders that are up front right away just have more talent than me. You have to learn quickly and if you see my career I have been playing catch-up as quickly as possible but it takes time for me...and I take my time. I need it. This year is just a learning season but I hope to be better in 2016 by being in the top ten all the time and closing on the top five.

But there is pressure because as a factory guy you need some results...

For sure, but I know if I keep going in my current way then I don't have to be worried about next year. I don't think I have shown everything that I have to offer. I'm not scared about next season and hope I can stay with Suzuki because the bike and material is great. We will see.

How important is the mental side to racing?

The physical is a really important part but in the MXGP class tactics and strategy is also vital. You have to be mentally strong. I understand a little bit more with every round how

these guys go about racing. I gain confidence through results and feeling. In Argentina I was fighting with Paulin and afterwards you think about that and you take something from it. I believe you can get better by doing that. Even something as small as taking a good start and running with the top guys can produce a good feeling.

Everyone wants to be a world champion but there can only be one a year and a rider's peak might only last a few seasons. Will there be some sort of legacy that you will be happy with if that number one plate doesn't come around?

Just being a guy at the top of the MXGP class is always the goal. Of course the world championship is the ultimate goal and can come about if you move onto that top level. If it doesn't happen then being a consistent top rider would be good. Things like winning a home GP would be nice as well...just winning a GP actually; it doesn't need to be at home. Winning a race is what you work towards and it is always cool to be 'the man' of that weekend.

In these photographs you look like a pretty cool guy...one who you'd imagine would not have to struggle with the girls...had much experience of that?

Not at all! I've been with my girlfriend Nikki for five years now and we know each really well. I think every Pro athlete needs a good supportive partner and I think I have found mine. I hope we'll be together for a long time.



2.0 (JUNIOR)



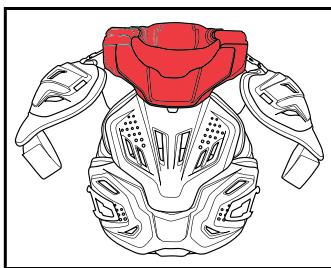
3.0 (ADULT)



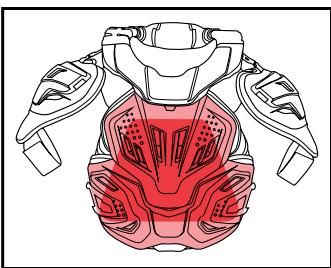
INSPIRING CONFIDENCE

FUSION

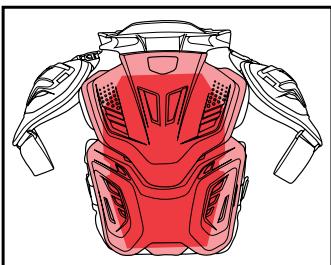
PROTECTION



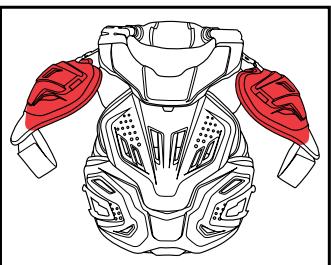
NECK PROTECTION



CHEST PROTECTION



BACK PROTECTION



SHOULDER PROTECTION

- Integrated neck and torso protection for Adult and Junior riders
- Neck protection CE certified as Personal Protective Equipment 89/686/EEC
- CE certified for impact protection,
 - 1621-2 Level 1 back
 - 1621-3 Level 1 front
 - 1621-1 Shoulders
- 3 dimensional designed for perfect fit
- Easy to use, no-tool, sizing adjustments for a precise fit
- Extra Flank padding
- Light weight
- Great comfort
- Well ventilated

Get more info at www.leatt.com/fusion/



FEATURE

ALL IN THE WRIST

By Adam Wheeler

Photos by Ray Archer

The age-old problem for motorsport athletes has had some wholesale press recently. In MXGP and motocross circles 'arm-pump' seems to almost be part of the furniture. There is barely a Grand Prix that passes without one of the elite struggling with the loss of feeling through stiff forearms. In MotoGP it has gained more prominence in recent months due to Dani Pedrosa's plight and to the level that it threatened the 29 year old's career, now 230 Grands Prix and counting. Countryman Pol Espargaro is another MotoGP star to have quickly elected to go under the knife to relieve the stress of the condition.

Arm-pump - or CECS to give it the correct scientific description - has been the subject of hours of debate, frustration and anguish for riders over the decades and certainly back to eras when the degree of physiological knowledge and study was not as far reaching as these early first years of the twenty-first century. What is it exactly? "From the physiological side you have a whole bunch of fibres that form the muscle mass," explains renowned MX trainer and Sport Scientist Stefan Neusser. "It is covered by semi-flexible tissue called a fascia. If the muscle expands more than the

...OR IS IT? WE ASK SOME OF MXGP'S TOP ATHLETES ABOUT THEIR BATTLES WITH ARM-PUMP AND THEIR THEORIES ON WHAT CAUSES THE MOST FEARED 'NON-INJURY' AFFLICION IN MOTORCYCLE SPORT

fascia allows then you have a restriction of blood flow and muscle cramping or arm-pump syndrome." The surgical fix is known as a Fas- ciotomy, which means an opening of the fascia to relieve pressure.

Solutions to arm-pump involves a surgeon's knife but it is not uncommon to see specialists massaging limbs in the paddock, hands plunged into ice buckets, creams rigorously applied and handlebar positions tweaked.

The actual cause of the ailment is much more of a grey area. There is basic physiology and for some poor individuals the tightness of the fascia is simply a matter of genes; so for a selection of the society the demands of motorcycle racing will be something beyond their grasp. For the majority that have felt cursed by arm-pump at some stage or have had peers almost crippled by the effects then the reason for the flare-up are not so clear-cut. Is it a mental state? Is it set-up? A lack of riding? Incorrect training? Diet?

Check out the cross section of opinion we found in MXGP...

Shaun Simpson, British Champion, in MXGP since 2005, Hitachi Construction Machinery

Revo KTM: "I would say that every rider has suffered with it at some point and there is not a rider in the Grand Prix paddock that has escaped it. I think most people tend to get a little bit of it during a weekend. For me it comes early in a session or a meeting. It is like you need to get it out of your system and get those arms going. In the first race in Holland [Grand Prix of Europe] I had a little bit, in the second nothing. I don't suffer with it but I do get it from time to time."

Joel Smets, five times World Champion, Rockstar Energy Suzuki World MXGP Sport Manager: "I am one of the lucky ones who never really suffered through a long period with it. I know what it is and what it feels like but I don't ever really recall having a problem at the GPs because you are riding and racing on Saturdays and then on Sunday."

Kevin Strijbos, in MXGP since 2002, Rockstar Energy Suzuki World MXGP: "I never had the problem early in my career mainly because I was riding a lot during the week and then in 2007 it began happening and it just kept coming. I think the injuries I had around that time was part of it and I wasn't on the bike much."

**Erik Eggens, former 125cc Grand Prix winner, Yamaha Motor Europe MX Racing Manager:**

"If you have general pain in your muscles then it is just from an extreme force that you are not familiar with. It is very hard to say "you need to do this and that and it's over" but what I can say as a former rider is that when there is more stress and races are coming up and maybe you haven't been competing for a while you ride tighter because of the competition and a higher speed than you have been using in training."

Gautier Paulin, in MXGP since 2008, Team HRC:

"There are many things to test when you have arm-pump...even down to the way you are holding your bars and where you have blisters. People hold on in different ways. It can also be down to an injury and any compensation you are trying to do on the bike. I don't get arm-pump usually but it is a headache having it!"

Romain Febvre, in MXGP since 2013, Yamaha Factory Racing Yamalube:

"It is difficult to say. When I was injured in the winter I did not ride for one month and then when I got back on the bike I had arm-pump every time. For me the more I ride the better it gets and because of this I tend not to have many problems during the season."



ARM-PUMP: THE CAUSES?

Jean-Michel Bayle, former World, AMA SX & MX Champion and ten years in MotoGP: “In my career I never really had it...except for a few occasions when it was very cold and I felt stressed. People think it is mental because when you are stressed it is difficult for the blood to get through the muscle and can make arm-pump worse. For this reason I was also doing some climbing for training and it is good for arm-pump because your hand is high and above your head.”



Eggens: “The tracks can be very different and many things can affect you becoming ‘tight’. I think the more you try and get to a competition level during practice then when you get it and subsequently get over it then this will help. For example the first time it might arrive after two laps – or two corners! – but then the next time it will be three laps and then the next time four. Once you get into races then it should get better.”



Strijbos: “I always have it normally after the winter and when I start training with the bike more. It goes away but then sometimes flares up at races so maybe it is the stress and riding too tight.”

Nuesser: “It is from muscle strength and capacity that the forearms produce to what they actually need to deliver. It is a small muscle group that needs to produce a lot of force to hold the upper body in that position. If it were a bigger muscle then the stress would not be so high.”

Smets: “Sometimes the circuit makes a difference. I remember in Belgium we had a track called Westerlo that was a bit like a hard grass field and it would always get choppy. I would never find a place where I could relax my arms. I think the problem is that you cannot keep sustained tension on any muscle for too long. Even two minutes can be a problem. You need to have a release and the better and quicker you can do that then you can go again.”

Eggens: “If you take any track then there is always normally a place where you can breathe and not hold the bars as tight as you need to in other places. If you can focus on those places – which is not easy when you are competing against thirty of the best guys in the world – you try to be smoother and release your arms a bit.”



Paulin: “I try to go with the bike and instead of gripping the bike.”



FEATURE

Bayle: "It can come because you are too tense and don't have enough movement on the bike and in road racing this can happen quickly because you are always trying to be in the perfect position. Sometimes you are very tight on the bike and it can be very difficult to ride with arm-pump."

Max Anstie, in MXGP since 2011, Monster Energy DRT Kawasaki: "I ride a lot so I'm lucky not to suffer from it too often. I find that I tighten up if the settings are not quite right and I am trying to compensate for things. I also think you can get arm-pump at a race if you are mentally 'wobbling'. It is about being able to keep a stable mindset and not getting too amped and pumped up. If you get a good start then not being too aggressive and wanting to stick it into every corner and throw it down the track."



Nuesser: "The muscle cannot expand as it wants. It can happen quite quickly and there is a physiological process but from my experience 95% of it has come around from mental stress and creating more force on the grip, expending more energy on the forearm muscles and then having that overload. The same symptoms of arm-pump can be found with indoor climbing. That fear of falling – even though you are secured by a rope – provides precisely the same effect. It comes from stress and holding too tight."

Febvre: "I'm not sure about the mental side because it can happen when you are practicing and there is no pressure. I didn't think it could happen much in MotoGP – and maybe this is bad to say - because they are sat on the bike all the time and are focused on one line."

Paulin: "If your body shows up something then there is a genuine cause. It is too easy to put it down to 'mental'. It is down to training and maybe [you should do] a little less motorcycle and more work on the upper body. It can also be down to the setting of the bike and maybe more weight on the front fork or the rear shock, which means you are holding the bike a little more. I believe that if you get arm-pump and you start thinking about it then it develops into a mental thing! I don't think it is over-training but it is just the way your muscles are. Some athletes have muscles that are thin and long and it is just about the profile of the rider."

Smets: "I do not believe that the mental aspect is the main reason."

Febvre: "If you get nervous or stressed about having it then it doesn't help. If you don't control your breathing then you end up just getting stiff but in the end it is hard to explain why some riders get it and others don't have any problem."

ARM-PUMP: THE CAUSES?



Bayle: "It is a combination of things and I think it is something that you build up. In my point of view it is to do with training. If you train very well then you don't have this kind of problem. With cycling you can train to be fast in one lap or to be fast over seven hours and this is something you build up over two or three years. With arm-pump it is the same; the wrong training for a long amount of time leads to it."

Eggens: "I think body position has something to do with it and sadly in some cases people just need to have an operation to fix chronic problems. I just beat it by doing things over and over."

Bayle: "Supercross is harder because you don't have time to warm-up. It is very intense from the first moment until the last. You also don't ride so much and it can be cold in the evenings. You need to be at 100% in just ten seconds and it's not easy for the muscle. It is a question of training, doing the right training and not over training!"

Strijbos: "I don't think it is because of over-training. Some say it is mental and perhaps it becomes that way because you roll into the gate thinking about it and you look at a rough track and worry about it. If it comes after two laps then you know you are 'done' and it won't go away. I'm not sure if the root of arm-pump is mental. I wish I knew for sure!"



Smets: "I am convinced that some people struggle for physiological reasons...and for sure the set-up of the bike has something to do with it. I'm not sure about the mental side. At a certain stage it becomes mental if you are riding stressed but not long-term. With Marnicq [Bervoets] and even Kevin it would be stupid to say it is a mental thing. He would suffer with it year after year a little bit more and he would do races where he felt OK but it was always present. If you are a borderline sufferer then the set-up or the circumstances can quickly bring it on."



Nuesser: "Riders come up to me and ask about arm-pump and you need to find out if there is actually a physiological problem – which it could be with the fascia being too tight – or is it more of a stress induced condition. Then you need to find out if it is regular or just occurs under certain race circumstances. I remember being busy in the GP paddock and arm-pump was always an issue in the first three or four races of the season and tried numerous solutions such as acupuncture but after five races it tended to disappear and this was enough for me to believe that it is a mental problem."

Strijbos: "I sat down with the team after the season and we worked out that I was losing quite a lot of points because of the problem. I had my arms measured or 'tested' way before the operation actually and I had to hold weights and a vibrating device and when the arms went hard they inserted a needle to make a gauge. They said I was right on the limit for trouble. At that time the muscles were not as hard as when I am on the bike so I knew their measurement would be higher when I raced. The fascia was thick and too tight."

Nuesser: "They open the cover and make it wider so the muscle has more space to expand through exercise. The only place I actually know that do this surgery is in Belgium but I also know that many riders still have problems afterwards."



Strijbos: "After the operation I noticed that my arms were physically bigger. The recovery was quick and I think I was back on the bike in three weeks. I felt better and was really happy with how the procedure had gone. I still get arm-pump and my arms tense up but I still have the strength to control the bike. Before I couldn't feel the clutch or the gas and it was getting sketchy; that's how you make a mistake. My arm-pump now is not what it used to be."

Paulin: "There are some riders who have the operation, things go well and then they have it again. Once you have the surgery then you have to wear a cast and you lose muscle mass anyway."

Bayle: "I think it is the same for road racing as it is in motocross; when it starts to happen then it is difficult to deal with it."

Simpson: "I believe it is to do with bike set-up and gripping too tightly. You can also hold on more through being too nervous and I also believe your diet can play a massive part. I haven't done experiments but going through the privateer lifestyle I've learnt over the years and there was a time where I wasn't eating correctly and thought 'shit, I've had this arm-pump for a couple of weeks now'. I tried cleaning my diet right out and it was a massive help. Together with my Dad we have this standing joke that if someone is tucking into a Mars bar then we'll say "that's arm-pump material!"





'15 MAXAIR

GLOVE \$29.95

JERSEY \$34.95

PANT \$109.95



MAXIMUM AIR
WITHOUT LEAVING
THE GROUND

Justin Jones
2014 ISDE Gold Medalist
2015 San Felipe 250 Winner



MALCOLM SMITH RACING

AMA-MX

GLEN HELEN NATIONAL

GLEN HELEN (CA) • MAY 23rd • Rnd 2 of 12

450 winner: Eli Tomac, Honda

250 winner: Marvin Musquin, KTM





AMA MX GLEN HELEN

ELI TOMAC IS ALREADY CHISELLING HIS NICHE IN THE 2015 LUCAS OIL AMA PRO NATIONALS AND IS 'PERFECT' ON THE WORKS GEICO HONDA AFTER FOUR MOTOS AT HANGTOWN AND GLEN HELEN. PERHAPS THE 'OUTDOORS' WON'T BE QUITE SO ORANGE...

TWO FOR TOMAC

By Steve Matthes
Photos by Simon Cudby

We're two rounds down in the 2015 Lucas Oil Pro Motocross Championships and ten to go. If you're a reader of this space then you're aware that the 2015 Monster Energy Supercross series wasn't the most exciting we've seen in recent years. It's early but the motocross term, through a series of unfortunate events to title contenders, has already seen the two points-leaders gather an almost one-moto lead in the standings.

Red Bull KTM's Marvin Musquin has won three out of the four in the 250MX division and GEICO Honda's Eli Tomac has swept all four of the 450MX motos. Both riders have been amazing and stupendous (those are different words people!) but both have also benefitted from troubles of the two defending champions. Star Yamaha's Jeremy Martin split the moto wins at round one, and at round two at Glen Helen he crashed in the second turn in one race and missed the start in the other when his bike wouldn't ignite. A quick bump-start from his team allowed him to join the race about ten seconds down and he rode amazingly to battle to the front. Martin's been very fast, equal to or better than Musquin, but his 5-6 scores leave him looking up at the Frenchman.

RCH Suzuki's Kenny Roczen developed a back problem right before the first round and was a shadow of himself at round one. Round two he was much better but fell in one moto. Roczen's not all the way "there" yet and hopefully it won't be long. Red Bull KTM's Ryan Dungey has been his usual great self but Tomac has crushed everyone through four motos. We knew Tomac would be good, but this good? No way Jose.

So Roczen's a ton of points down and Dungey had bike issues in the first moto at Glen Helen that got him a sixth and hurt him in the title chase. Let's take a look at the ups and downs of the motocross nationals through two rounds yes?

(UP) Musquin: the one thing we wondered about the two-time MX2 World Champion is whether he can withstand the wilting heat and rough tracks that we see this summer. The first two rounds have seen rather cold weather so we're not sure yet how Marvin is going to answer our questions but so far, with Aldon Baker running the training side, Musquin looks great.

(UP) The Martin brothers: We told you about Jeremy above, he's got the number one for a reason and perhaps looks better than he did last year when he walked to his first title. But older brother Alex, a six-year veteran of the pro ranks, has been working with his brother this season and got his first two podiums in supercross earlier this year. The Cycle Trader Yamaha rider has learned some new tricks and scored a career-best second in one moto at Glen Helen and sits third in the points. Don't be surprised if we see both of the diminutive Martin brothers on a podium this year.

(DOWN) GEICO Honda: There are cycles in the sport, times when certain teams shine and others get the short end of the stick. Well, right now the powerhouse GEICO team is taking a beating. Rookies RJ Hampshire and Jordan Smith have been just OK, star rider Justin Bogle has completed one moto and is out with an injury and Matt Bisceglia has been decent. It's going to be a long summer for the Mike Larocco managed squad.





(UP) Adam Cianciarulo: The kid has grown about four inches and has shoulders of steel now after some surgeries. Lots of questions about what a year off from racing would do to the former "can't miss kid" but he led laps at Hangtown, ran good lap times at Glen Helen and showed that he's going to be a factor later this summer. A title? No, probably not but he'll get better and better from here on out.

(DOWN) Cooper Webb: An ankle injury in supercross cost us Cooper Webb and his assault on his team-mate's title. Too bad, he would've been there right with Martin and Musquin going forward from here.

(UP) Eli Tomac: He looks to be on another level this year. Standing up, attacking the track, manhandling his 450 like he did on his 250; Tomac has been great so far. And guess what? His starts have been good also!

(UP) JGR Yamaha: The three rider team of Justin Barcia, Weston Peick and Phil Nicoletti have been very good. Barcia's already been better outside than he was inside with a podium at Glen Helen, Peick's got a podium and had four very good motos and Nicoletti got his first ever MX podium at Glen Helen. The bikes are fast, the riders look on-point and the team is poised for some great finishes this summer.

(DOWN) Cole Seely: The Honda factory rider has qualified very well at the first two races but he made it 100 feet at Hangtown before crashing and sitting out the day. At Glen Helen he was up front in the first moto and crashed early in the moto. Second moto he got a ninth but DNF-DNF-14-9 scores through the first four motos isn't what he or the team wanted. The good news is the speed has been there.

(UP) Fast Freddie: Freddie Noren, the Swedish hero who Honda picked up last summer out of his van and put him on a factory bike, got the tap on the shoulder again when it was discovered that Trey Canard will be out longer than expected. Noren's been testing for Honda here and there and the team is hoping to recapture the magic once again. It's nice when good things happen to good people.

(MIDDLE) CP377- Christophe Pourcel got a late start on the Rockstar Husky team and through the two races has been ok. His fifth in the first moto at Hangtown was surprising and impressive, the other motos have been ok. He'll get better but right now his motos look a lot like they did last summer.



2015 is looking like a stellar season so far for 25 year old Musquin who knows this summer will be one of his best and last chances to wrap a 250 double



AMA MX GLEN HELEN



2015 has been a year of adversity so far for Ken Roczen and there are many people looking to see how the German will respond...



CLASSIFICATION & AMA CHAMPIONSHIP

450MX OVERALL RESULT

Riders

1	Eli Tomac, USA	Honda
2	Justin Barcia, USA	Yamaha
3	Ryan Dungey, USA	KTM
4	Ken Roczen, GER	Suzuki
5	Weston Peick, USA	Yamaha

450MX STANDINGS AFTER 2 OF 12 ROUNDS

Riders	Points
1 Eli Tomac	100
2 Ryan Dungey	81
3 Weston Peick	64
4 Blake Baggett	61
5 Justin Barcia	58

250MX OVERALL RESULT

Riders

1	Marvin Musquin, FRA	KTM
2	Justin Hill, USA	KTM
3	Jessy Nelson, USA	KTM
4	Joey Savatgy, USA	Kawasaki
5	Alex Martin, USA	Yamaha

250MX STANDINGS AFTER 2 OF 12 ROUNDS

Riders	Points
1 Marvin Musquin	97
2 Jeremy Martin	78
3 Alex Martin	65
4 Joey Savatgy	58
5 Justin Hill	52





Air

Does even more. Weighs even less.



atlasbrace.com/atlas-air





YELLA TALK...

By Steve Matthes

The reigning 450MX champion, Kenny Roczen of RCH Suzuki, came into the start of the 2015 Lucas Oil Pro Motocross championship season having missed a lot of time in supercross with an ankle injury and was looking to prove to everyone why he had that big ol'number one on the bike. Unfortunately for Kenny a back injury from his youth days of tumbling around struck him about a week before the first race and kept him off the bike until the first round. Struggling with pain, the first round didn't go as well as he would've liked but round two this past weekend, we saw a much more mobile and fast Roczen. Although a crash hampered him in both motos, he showed much improvement from the first round and should continue to get better from here.

After the race I spoke with the German kid as he was leaving the track...

I guess you'll take this after last week's struggle. Of course, typical of the way things have started for you this year, you go down in the first turn in the first moto...

Yeah, it seems like the luck was just not there today. I didn't grab a really good start. Got tangled up with someone. I think it was (Jason) Anderson or something. His bike was in the back of mine. I was standing there like, okay, you can take your bike out now. But we were stuck for a while there. We were way back. I just tried to get as far up as I can. I made it up to 8th and then I think it was a few laps to go and my pit board said (Blake) Baggett was 20 seconds ahead so I just kind of stayed there. Second moto got a better start and moved

up to 3rd. Tried to battle up front and it was a good feeling because it's been a while, let me tell you that. But I tipped over before the finish there and that's what made Dungey get away from me. But it was all good. It's good to get back into race mode. It has been over two weeks now of not really riding and taking it easy and stuff so it's time to get back into a routine and get back to the top.

It's kind of like one those things where your arms got to come back, your endurance has got to come back. Even two weeks or whatever...

Even a week it matters. It's not that you're less fit but you're out of the routine. It takes a huge hit on your body.

And your back I understand from talking to guys, it's good?

The injury is still there but I'm pain-free right now, which is good. It is kind of difficult because even with training there are a lot of things that I can't do, certain movements and stuff. I can't row, all that. The best for me right now is swimming because there's no hit. That's a little bit on the tougher side.

Is this something that could flare up again?

It could, I think. He said it could last two weeks, it could last six months. Some people don't come back for a year. But fact is at the end of the season or whenever it does get bad I hope it lasts that long. I'm going to have to get it burnt. So they go in with a hot needle and it basically kind of melts the fracture or something. ****



Across the paddock former 250MX national champion Blake Baggett is in his first year with the Yoshimura Suzuki team and is off to a good start in his first year outdoors on the bigger bike. Baggett's starts haven't been there as of yet (and they never really were for Blake) but he's shown good speed, he's in shape and charges the whole moto. We caught up to him after Glen Helen to get his take on the day

The whole time I saw you today I was like, if only he could get a start. Your starts did you in. Many times you were third or fourth fastest guy on the track but couldn't get a start...

Yeah, not the greatest starts for the day but [I'll] just keep working on it basically. We've been doing a lot of testing and not many motos. Just kind of riding into this thing and figuring it out. Trying to keep it on two wheels.

Were you happy with your motos other than starts?

Yeah, just of course want to be up there closer. You want to be towards the podium. But I learned a lot. I learned a lot last weekend. I learned a lot more this weekend. I'm just going to keep learning and keep plugging away at it.

You like this track right?

It's pretty good. I like this place. I like Colorado next weekend. I like Tennessee after that. I like High Point. I think we got a few good rounds. I think the key to this thing is just stay steady, just keep it on two wheels, and keep learning and just keep improving each weekend. It's the first year so still figuring things out.

What's the biggest difference four motos-in from the 250's to the 450's outdoors-wise? What do you notice? Is the pace higher?

Just the bike. You can't manhandle it around. That's the thing. You got to kind of let it take you where it wants to in some areas and other areas where you're forcing it....it's just a lot of effort to force it! Not just physically tiring, but it'll beat you up. It'll just swap and talk. Everybody's doing it. The pace is going fast enough that everybody's pushing the limits but it's just a bigger bike. It's 230 pounds.

It looked like you were all over some dudes at one point and you lost a little bit of ground but maybe you just made a lapper or something. Lakewood, you like it? Looking ahead at that?

Yeah, definitely looking forward to Monday. We're going to keep working on things and then we'll go to Colorado and see what we got again.

The Piston of Choice for Top Riders



*Ryan
Villopoto*
Team Kawasaki KRT



*Gautier
Paulin*
Team Honda HRC



*Jeremy
Van Horebeek*
Team Yamaha YME

ZT & 4T POWER



info@vertexpistons.com - www.vertexpistons.com

FEATURE



FLOATING ON

AUSTRIAN/DUTCH FIRM WP HAVE HELPED ANDREW SHORT'S AMASX/MX KTM AND NATHAN WATSON'S MXGP HUSQVARNA TO TACKLE TRACKS WITH A FULL FRONT AND REAR AIR SUSPENSION SYSTEM FOR ONE OF THE MOST INTRIGUING TECHNICAL DEVELOPMENTS IN THE OFF-ROAD RACING PADDOCK THIS DECADE. WE FOUND OUT A BIT MORE...

By Adam Wheeler
Photos by Ray Archer
U.S. pics by Simon Cudby



Air-based suspension technology is by no means new but the levels of performance and the evolution of materials found in factory bike front forks in motocross paddocks these days means that it is now becoming almost standard equipment at the highest level. Showa and Kayaba are notable exponents of the 'floating' system with their fork technology but WP have stolen a march by not only getting their research and findings on the front of the 2016 production KTM 450-SXF but through dusting off their rear shock technology that has enabled two motorcycles in the top series on both sides of the Atlantic to go 'full air'.

The rear shock in particular has a curious story on how it originated, as told by Race Engineer Martijn Hendriks, a specialist who has been with the company since 2005 and garnered a range of experience from rally to supermoto to motocross thanks to the firm's close alliance with KTM. "In 2008 I was working in the U.S. and off-road with David Knight, Taddy Blazusiak and then Roger [De Coster] came to KTM and he brought me in to help out with new suspension developments because he was pushing hard to get the race team better on all sides. It was then that we started talking again about the air shock because it had been a subject in the background for a long time. We even had a shock for the old PDS system. It got sidetracked because of the link bike coming in and basically sat on a shelf and did nothing."

"We were then brainstorming after a supercross race and were asked what ideas we had in the locker. Casey Lytle [Red Bull KTM Team Co-ordinator] brought up the air shock because he had tested it on the SX PDS bike and he felt it was a huge move forward. Roger liked the idea so I brought it home when I went to Holland and talked with our engineers and

we basically prototyped an air shock for a link bike to see if it was a feasible idea and if we could get anything going with it."

"After the Motocross of Nations at Lommel [2012] we showed all the guys our progress at our workshop and they liked what they saw and continued to push like crazy to get it going for supercross. Wilfred [Van Mil, Off-Road Manager] flew over in October that year and tried it with [Ryan] Dungey. He immediately liked it and we went flat out to get it ready. We did a bunch of testing in December and managed to keep it top secret...apart from a couple of photos from Tony [Cairol] who was trying it at the same time about a week before Christmas!"

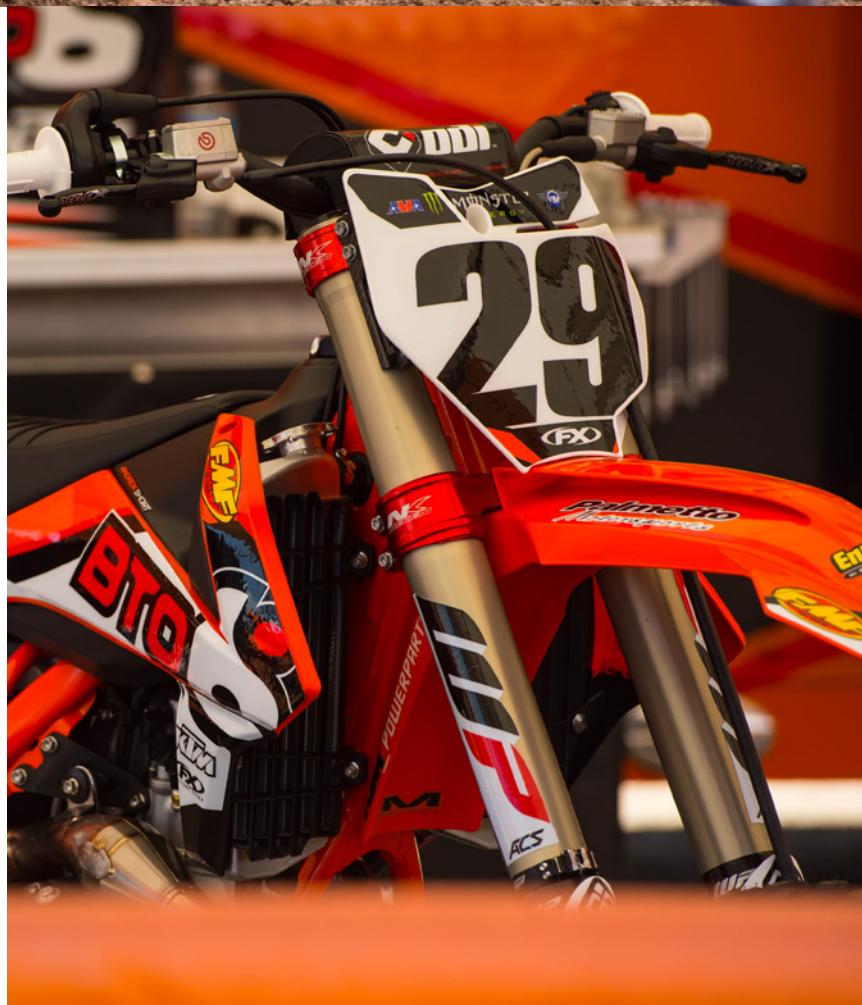
"Then we turned up with it at Anaheim. It went well and was a big step forwards but then we had that unfortunate episode at Anaheim III when a seal failure led to that footage of Dungey's shock sinking on the line for the heat race. So that was it momentarily for the air shock and people were wary of it but in the background we were trying really hard to improve it and we were ready to go again in the 2014 season. Ken Roczen was using it, Dungey as well and a load of other guys but then we had some issues again. Normally it is like a pyramid; it is easy to build a base but when you get to the peak with the really fast guys and the elite then that's when you start to make new discoveries. So we pulled it from the top guys and moved it slightly to the side and that's how we ended up with Andrew Short riding it and also Ivan Tedesco at the time. Short rode it all through the season and Outdoors as well without any problems at all."

"At the same time we had already been working on the fork for a little while and there was interest by the company to investigate the technology for production because many other firms were doing it. So again we pushed and



had the fork ready around a month before the '14 Monster Cup. Andrew did a shakedown test and ended up liking it so much that he wanted to race it at Las Vegas. We made some calls back and forth and he used it at the Sam Boyd. After that it was full speed to get it on the line for Anaheim this year."

Short scored eleven top ten finishes on the BTO Sports KTM and finished ninth in the AMA 450SX championship before breaking his knee at the final event; which put the skids on further development at the Lucas Oil AMA Nationals. Over in Grand Prix and young British MXGP rookie Nathan Watson had been selected as the 'European Short' but a broken wrist also hampered the programme on the diverse, decent and often wicked world championship selection of tracks.





WP are deliberately a little vague when it comes to talking about the details of their research in elite racing paddocks but the process is noteworthy; as is any tale of R&D that leads to some potentially advanced findings. "It is a big learning curve and we have so much experience already with the normal spring," comments Wilfred Van Mil. "You make a change and expect an outcome and sometimes you get surprised. The air fork has been a work in progress for a year and the shock was a ten year old concept: what they are using now in supercross is still quite close to that original idea."

"The biggest thing for us has been figuring out the character of an air system; what works and what we can make work with the available space on the bike because there is a real limit there," reveals Hendriks. "We run a system on the shock that helps us keep the performance consistent...and I cannot say much more at the moment because we are still developing it."

What were the obstacles? "The chief problem was durability and finding the seals that can handle the heat and the dirt," offers Van Mil. "The rear shock gets especially hot, in supercross particularly, can reach temperatures of 140 degrees."

The AMA stage allowed a wide range of experimentation. The hard arena floors of supercross and the rough, fast bumps of motocross – as well as the level of American racing – meant that riders like Dungey and of course Short gave invaluable data. "Supercross places specific loads on the components compared to motocross," says Hendriks. "The movements are quite violent and quick but the acceleration speeds and other dynamics are way higher for the outdoor stuff. As the air spring reacts different to a coil spring you have to adapt and that was our biggest challenge. We'd get it sorted for supercross but then head outdoors

and find some issues. It meant trying to understand why particular things were happening and was a steep learning curve."

"Andrew knows he is in the twilight of his career and for that – and his experience – he is a little more open to new things," Hendriks goes on. "He has seen it all and done it all but still has a high and competitive speed. For us he was a really good guy to help and KTM saw it also when they brought him in to develop that 450 bike. He was motivated about the Air project and was patient and took the time to help when we had tough days. I can remember being at the track and we had to call it a day at noon because we were not getting anywhere and had to pack up, go back to the shop and re-evaluate. The next day we'd go back and make huge gains again. It is such a strong point having a rider like that. An absolute top guy going for a championship is more selfish in a way and has to be."

Several valid questions form the chief motivation behind all the work and investment for air technology, particularly the shock: what does it bring to the motorcycle? How does it make it better and how does it feel? "If it is well set-up there is not such a radical change in the feeling," states Hendriks. "It is quite similar. All the riders who have tried it – especially on hard-pack – say they have an increased sense of traction. They have more grip to get power on the ground and can take other lines to cut gaps to other riders. Overall the traction is a big benefit of that shock. It 'pulls' the bike. Also there is a lot of reserve in an air spring. A coil spring basically builds a pre-set force for every millimetre of stroke. The air system is similar if you compress it slowly. If you compress it fast because of air density it gives a damped effect. You can compare it to a bicycle pump; if you press it slowly it goes easily, if you do it quick then there is added resistance."



"I did a morning on the normal suspension and then went out on the air set-up and I was impressed," says Red Bull IceOne Husqvarna's Nathan Watson, team-mate to current MXGP Championship leader Max Nagl. "On a hard-pack track with a lot of ruts and small bumps the normal shock with the spring was pretty bouncy, the air shock just felt like you were on a flat track. It 'tracked' so well and made riding very comfortable because you weren't being pitched around."

"You can ride onto the track and hit the first bumps and you feel the difference straightaway," he adds.

WP AIR SUSPENSION



0

FEATURE



"We got more and more experience with it and takes some getting used to," the Brit continued. "It can be difficult to get the right balance between too hard and too soft and find a happy medium but once you have it then you don't need to change it much. The guys are also learning about it and I'm sure in time then they will know how to find the optimum point faster."

As alluded to by the WP guys the finer qualities of a full air suspension rig might be another two-three years in the making and until riders like Ryan Dungey, Max Nagl – who has already credited the progress WP have made with their suspension general in only three years as one of the reason why is presently leading MXGP – and Tony Cairoli are winning championships with their findings. Aside from a competitive edge it can also carry merits for production machinery very soon. "If it trickled down our regular system then you will have factory components and other stuff coming into the aftermarket department where it available for anybody to purchase and then it heads further into general production," says Hendriks. "I think an air fork is easier for the factory lines than an air shock at this point because you need fewer parts. You lose weight and your manufacturing costs go down compared to a normal fork. This is not too much of a concern on the racing side where it is a 'performance first' priority, weight comes second to that."

"I think it is only a matter of time before we see this stuff on all production bikes simply because of the weight," voices Watson. "In racing there is a weight limit so there is only so much you can do but for a normal bike it brings a big advantage, especially when the performance is just as good if not better."

"At the moment there is quite a big difference between the production material and what we are using for racing," says Van Mil. "Both the forks Nathan and Andrew are running have different chambers where we can play with the pressure. The production bike is simpler with just one valve and it means fewer margins for error for the customer."

Like their efforts in MotoGP where they are looking for more Moto3 and Moto2 crews to run the ideas and hardware that formed part of KTM's strong title-winning approach to the new junior class, the goal now for WP is expansion and a wider net of catchment and therefore development. It will be a careful and considered process though. "The performance of the fork Nathan has now is quite close to our conventional fork and until the product is clearly better then we don't want to take more chances with something that we've only worked on for one year," says Van Mil. "I think there will be more riders on the fork in 2016 and more also with the full air system but we will still be in the test phase because both our current racers are injured at the moment."

"I feel that WP has really lifted in the last couple of years," assesses Hendriks. "Our stuff has been good all the while but it seems now we have the good results in MXGP and supercross. If you had said ten years ago that a KTM with WP suspension would win the AMA Supercross Championship then people would have said you were crazy."

"The cool thing to work on projects like the air suspension and with the resources behind us in Holland and Austria is that everyone pulls together and it just increase the amount you learn," he asserts. "We've discovered things from the air shock that we taken for the conventional suspension; both things lift each other."



MOTOGP

TWO ON THE BOUNCE FOR JORGE LORENZO IN LE MANS AS MOTOGP HEADS TO ANOTHER 'LORENZO LAND' TURF THIS WEEKEND AT MUGELLO. THE YAMAHA MAN IS IN FORM AS VALENTINO ROSSI CLICKS INTO CHAMPIONSHIP FORM WITH HIS CONSISTENCY. IS HONDA IN TROUBLE? WHO WANTS TO BET MARQUEZ COMES OUT FIRING AT THE ITALIAN TRACK WHERE HE BEAT LORENZO BY A WHEEL IN 2014...

COME GET ME

Photos by Martin Heath

MotoGP FRA





A different line for Danny Kent but the bustle of Moto3 fell to Romano Fenati and KTM in France



A second podium and first win of the year for Luthi who has scored a victory in six of his thirteen years in Grands Prix

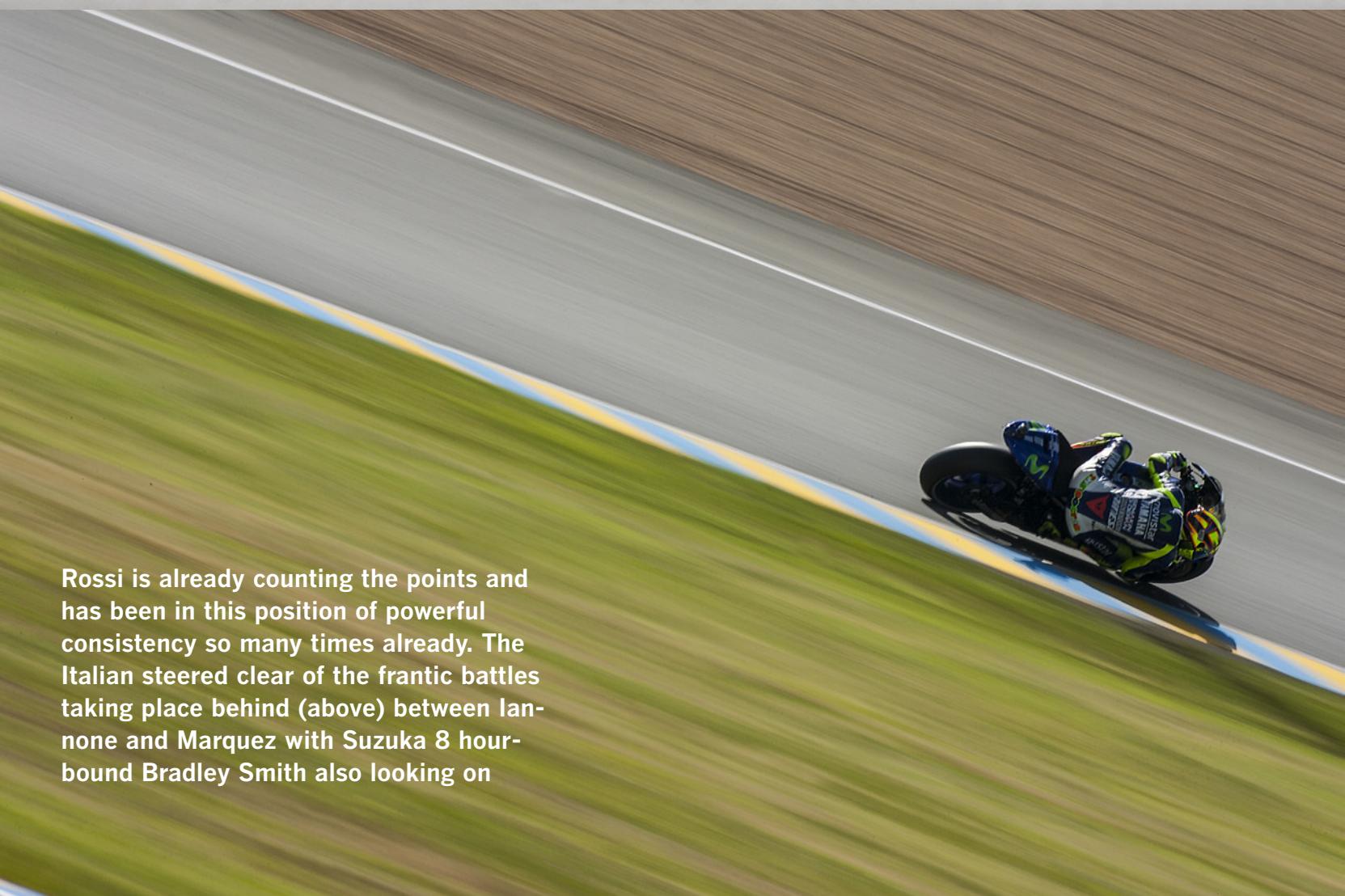
MotoGP FRA







Scott Redding tucks in but is still looking for an improvement in set-up and results. The 22 year old is finding the works RCV a tough ask in just his second MotoGP term



Rossi is already counting the points and has been in this position of powerful consistency so many times already. The Italian steered clear of the frantic battles taking place behind (above) between Iannone and Marquez with Suzuka 8 hour-bound Bradley Smith also looking on



Maverick Viñales takes a decent ninth place and could be riding alone on the Suzuki this weekend in Mugello after Aleix Espargaro's finger surgery



Good style from Brad Binder...but his French Grand Prix didn't last long. Fabio Quartararo also had a disappointing first home GP experience





**PLACE
YOUR
ADVERT
HERE!**

*For publicity opportunities contact us at
info@ontrackoffroad.com*



MotoGP

BLOG



SEAMLESS BLUE...

By Gavin Emmett

Straight after the French GP I asked Valentino Rossi whether after five races it is fair to say that the Yamaha was the best bike on the MotoGP grid. With a smirk on his face he replied that with two different riders taking four wins in five races it was hard to argue with the statistics. And it is.

The fully seamless gearbox introduced during pre-season testing has allowed the tuning fork brand to close in on the Honda, quite literally, when it comes to cornering, while seemingly retaining many of the handling characteristics synonymous with Yamaha.

They have certainly picked up where they left off at the end of 2014; Rossi's stunning consistency has now seen him only miss out on the podium just once in the last 14 races, and that was at the mixed-conditions Aragon event, incidentally won by his teammate Jorge Lorenzo. In turn, the Spaniard's disappointing start to the 2015 season has been completely transformed in the last two rounds by wins straight out of the textbook.

The duo have taken maximum advantage of Honda's struggles to get their frame right at the start of this year, and considering the pair's record at Mugello, where Rossi took seven consecutive wins between 2002 and 2008 and Lorenzo three-in-a-row between 2011-13, it is hard to bet against the boys in blue.

However I don't think things will necessarily be that easy at the next race in Italy, despite the best efforts of the massed ranks of Rossi yellow which will paint the Tuscan hillsides.

The only negative to come out of a recent Ducati test at the fast and flowing Mugello venue was the shoulder injury to Andrea Iannone. The bike is clearly capable of challenging once more, especially at their home track, and Iannone's breathtaking battle with Marquez in France suggests he should definitely be fit enough to race at his best come his home round.

Couple that with Dovizioso's run of four podiums in five races, and a reminder that he stood on the podium at Mugello for Honda in 2010/11 and Yamaha in 2012 before his move to Ducati, and you can be sure the Borgo Panigale brand will be in the mix. I will not be betting against a red pole position at the very least.

That brings us around to Honda. After Marquez dominated last year, it appears they are currently in disarray. They still don't appear to have the bike exactly as they want it, with a new swingarm tried as recently as the Jerez test, but proving unsuccessful come the French race. Dani Pedrosa's fitness is also still a concern, after admitting his recovery was still a work in progress.

Nonetheless, the one thing that Marquez has demonstrated over the past couple of seasons is the ability to produce the unpredictable. He is the reigning champ, and last year's winner in Italy, and it would follow the story of this marvellous year so far if he were to bounce back to his best on enemy territory.

With so many contenders, the Italian GP could easily be the race of the season so far, and considering the thrill a minute start we've had to 2015, that means it is not one to be missed.

SBK

UK ROUND

DONINGTON PARK - MAY 24th - RND 6 of 13

Race one winner: Tom Sykes, Kawasaki

Race two winner: Tom Sykes, Kawasaki



Blog by Graeme Brown

Photos by Kawasaki/GeeBee/Ducati Corse

Press/Milagro/Suzuki Racing

DONINGTON'S GREENERY

SBK GBR







The first plunge down Craner and a depressing sight for the field as the Kawasakis slot into a 1-3 from the outset





ON GREEN: GO...

By Graeme Brown

The first WSBK sprint at the weekend brought back some memories of one of my first visits to a Superbike race at Donington Park. As Tom Sykes and Jonathan Rea swapped positions and a little bit of paintwork I was taken right back to 1999.

I was in pretty much the exact same spot then at the Melbourne hairpin when Castrol Honda team-mates Colin Edwards and Aaron Slight were going hammer and tongs at each other on their RC45's. It didn't end well. Edwards dived down the inside on the brakes, Slight didn't give an inch, as they exited the corner side-by-side Slight was pushed wide and onto the grass and inevitably crashed. He actually lost part of his little finger as a result of his injuries. I don't think they shared Christmas cards again.

I watched as Sykes and Rea came round together more than once and held my breath waiting for history to repeat itself. Thankfully, they played safe and stayed upright, Sykes managed to eek out a few seconds advantage over the next few remaining laps and went on to take the win.

Last time out I referred to the Kawasaki Racing Team as a 'green army' however, it is looking more like a green steamroller. Sykes was utterly dominant and whilst Rea had a ball-breaking highside save that put him back to seventh place in race two, he managed to claw his way back to second and make it another completely dominating weekend for the Kawasaki boys.

One of the odd things at the weekend was the schedule. It was known that it had been

changed to work around the TV schedules for the F1 qualifying and race at Monaco. Being in the UK and with a one hour time difference to mainland Europe it was decided to have Superpole Qualifying at 12 noon on Saturday. That meant there was only enough time for a 30 minute free practice session in the morning so there were three 45 practice sessions on Friday.

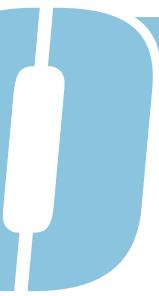
Eurosport's Jack Burnicle was correct in his assessment that if you had bought a ticket for the weekend you were only getting 50 minutes of on-track action of the top boys and that was on the basis that you got up early enough to be at the track for 10am. We agreed that it wasn't really great value for money and another reason why the crowd figures for the race tracks seem to be dwindling.

Apparently the initial TV viewing figures for Superpole were quite high but I am still of the opinion that a successful event needs a big crowd to generate the atmosphere and excitement that it deserves. Not that we will get that at the next venue. Round seven is at Portimao on the Algarve coast and it is notorious for sparse crowds.

As it stands I can't see past Sykes and Rea ruling again. They both won a race last year, albeit Rea was on the Honda, but as the season wears on there doesn't seem to be anyone that can get in front of either or both of them. Last year we saw Marc Marquez totally dominate MotoGP. Many people thought it was boring but as motorcycle racing fans I think we can really only stand back and marvel at the skill and precision of men and machines.

Perhaps one of the more curious photos you'll see but shows just how close the duel between Rea and Sykes actually was; the former champion is almost totally obscured. Alex Lowes (below) had his brother looking on at Donington and raced to a 6-6





PRODUCTS



BARBOUR & TRIUMPH

Having spent a fortune in Barbour shops over the last couple of years I can testify quite truthfully to the quality of the product and the brand seems to be continually moving in terms of style and embracing retro motorcycling. The International line is renowned for the Steve McQueen licence but the clothing has expanded enormously in over the past three collections and Barbour now boast associations with Deus Ex Machina and Triumph. With the latter the British company have produced this themed Street Tracker (a flat-track Bonneville) and special Triumph clothing to be found within the motorcycle dealer's network. Last week's press release states: '*Highlights of the Triumph riding collection include a riding jacket that combines all of Triumph's technical know-how with Barbour textiles and a collaborative classic style. Featuring CE approved armour at the shoulders and elbows, authentic four pocket detailing and a signature International Jacket belted waist this is classic style for the contemporary rider.* Available in both men's and ladies fit the Triumph Barbour Riding Jacket will be available in Triumph dealerships from August 2015 and the range of Barbour Triumph casual and classic clothing will be available in Barbour International retail outlets from August.'





BACKPAGE

Monster Energy Girls
By Ray Archer





ON TRACK OFF ROAD



'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP.

'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Matthes AMA MX and SX correspondent

Martin Heath MotoGP Photographer www.martinheathphoto.com

Simon Cudby Photographer

Matthew Roberts Television Presenter and WSB correspondent

Gavin Emmett TV commentator/Presenter and MotoGP Reporter

Núria Garcia Cover Design

Gabi Alvarez Web developer

Hosting FireThumb7 - www.firethumb7.co.uk

PHOTO CREDITS

Ray Archer, Simon Cudby, Milagro, yamahamotogp.com, Ducati Corse Press

Cover shot: Jeffrey Herlings by Ray Archer

This publication took a lot of time and effort to put together so please respect it! Nothing in this publication can be reproduced in whole or part without the written permission of the editorial team. For more information please visit www.ontrackoffroad.com and click 'Contact us'.